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Approved For Release 2003/02/27 : CIA-RDP75B00285R000100220008-9

4 February 1971

MEMORANDUM FOR: THE RECORD

SUBJECT : OSA Flight Suit Buoyancy Tests

1. At 0930 hours 1 February 1971 a conference was held with C/OSA/AMS, [] to discuss his proposed testing of a flight suit in rough water conditions. In addition to [] and MB staff members the following were present: [] of OSA; [] c. off OSA.

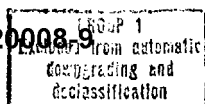
2. The relative advantages of using U.S. Coast Guard versus MTEU facilities and personnel were discussed. Early in the discussion it became evident that OSA representatives have a strong preference for MTEU assistance. Their other alternatives would be to go to private industry or U.S. Air Force. They feel that they can get their answers quicker and with greater safety by working with MTEU. [] stressed that they have worked with our people before and know they can depend upon them both from a standpoint of efficiency and safety.

3. [] desires the tests be conducted by [] in the Chesapeake Bay during the week 22 February 1971, weather conditions permitting. The desired test conditions call for cold water with 4-6 foot seas running. Two versions of the suit will be tested with two personnel in the water at the same time. [] will be testing the OSA version of the suit (without external floatation gear attached). The other (Air Force) version will have an exterior floatation collar around the chest area of the suit. Both versions have been cold water tested before in smooth waters but not in rough waters.

4. Various safety precautions to be followed for the tests and operational characteristics of the boat and equipment were covered during the conference. The primary hoisting gear and emergency hoisting procedures were detailed. The use of the rescue basket to hoist the personnel aboard was

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also outlined. Other items for the safety of lives concerned the use of an RB-12 in the water manned with two swimmers in wet suits as a standby for emergency rescue of the test subjects. Each test subject will also be provided with two safety lines tended by the boat crew on the JEAN BRAVO. The boats ladder will be padded and a padded boat hook will be available to fend-off the test subjects from the boat if required.

5. The conference was adjourned with the decision if ice conditions in the Bay permitted, a rehearsal exercise would be conducted in the Bay area on 18 February. Both will ride the boat (JEAN BRAVO) on this trial run in order to familiarize themselves with the techniques and safety procedures that will be employed for the actual buoyancy tests. No live bodies will be used for the 18 February exercise, merely dummy loads will be recovered.

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cc: C/OSA/AMS

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